

NATURAL RESOURCES CONSERVATION SERVICE CONSERVATION PRACTICE STANDARD

ACCESS ROAD

(Feet)

CODE 560

DEFINITION

A travel-way for equipment and vehicles constructed as part of a conservation plan.

PURPOSE

To provide a fixed route for vehicular travel for resource activities involving the management of timber, livestock, agriculture, wildlife habitat, and other conservation enterprises while protecting the soil, water, fish, wildlife, and other adjacent natural resources.

CONDITIONS WHERE PRACTICE APPLIES

Where access is needed from a private or public road or highway to a land use enterprise or conservation measure, or where travel ways are needed in a planned land use area.

Access roads range from seasonal use roads, designed for low speed and rough driving conditions, to all-weather roads heavily used by the public and designed with safety as a high priority. Some roads are only constructed for a single purpose; i.e. control of forest fires, logging and forest management activities, access to remote recreation areas, or access for maintenance of facilities.

CRITERIA

Access roads shall be designed to serve the enterprise or planned use with the expected vehicular or equipment traffic. The type of vehicle or equipment, speed, loads, soil, noise, climatic, and other conditions under which vehicles and equipment are expected to operate need to be considered. Planned work shall comply with all federal, state and local

laws and regulations. Access roads shall meet all local codes, ordinances and specifications related to roads and driveways.

Where general public use is anticipated, roads shall be designed to meet applicable federal, state and local criteria.

Free access both up and down a stream network is necessary to protect valuable fisheries resources. One fish barrier in a stream can seriously affect the entire fish population in that stream. An improperly installed culvert may create such a barrier. The following is a list of general criteria that should be followed when designing a culvert where fish passage is essential.

1. Resting pools shall be provided above and below the culvert.
2. Each jump must be negotiable by the smallest fish species, usually not greater than one foot for an adult trout.
3. Water velocity must be less than the sustained swimming speed of the smallest fish passing through the culvert. The recommended maximum velocity is four feet per second for trout.
4. Culverts longer than 100 feet shall be provided enroute rest areas or the velocities should be reduced below the established minimums.

Location. Roads shall be located to serve the purpose intended, to facilitate the control and disposal of surface and subsurface water, to control or reduce erosion, to make the best use of topographic features, and to include scenic vistas where possible. The roads should generally follow natural contours and slopes to minimize disturbance of drainage patterns.

Conservation practice standards are reviewed periodically, and updated if needed. To obtain the current version of this standard, contact the Natural Resources Conservation Service.

Roads shall be located where they can be maintained and where water management problems are not created. To reduce potential pollution, roads shall be located away from watercourses and utilize buffers where possible to protect waterbodies.

Alignment. The gradient and horizontal alignment shall be adapted to the intensity of use, mode of travel, the type of equipment and load weights, and the level of development.

Grades normally should not exceed 10 percent except for short lengths of up to 100 feet. Maximum grades of 18 percent should only be exceeded if necessary for special uses such as logging roads, field access roads, fire protection roads or other roads not accessible for use by the general public. Water control immediately above steep grades will generally be needed. When necessary to keep within maximum allowable grades, road will be located diagonally across the slope.

The minimum radius of curvature of centerline for turn arounds and curves shall be 40 feet for cars only and 50 feet for cars with trailers up to 30 feet long. The use of minimum radius curves should be avoided if longer radius curves can be obtained at practically the same cost.

For stream crossings (fords), the road should be aligned so that it crosses perpendicular to the channel as much as possible and under the following conditions:

- Water depth is less than 3 feet.
- The streambed has a firm rock or coarse gravel bottom, and the approaches are low and stable enough to support traffic.

Stabilize the approaches by using nonerodible materials that extend at least 50 feet on both side of the crossing. The State Stream Alteration Engineer shall be notified on all stream crossing projects.

Width. The minimum width of the roadbed is 14 ft for one-way traffic and 20 ft for two-way traffic. The roadbed width includes a tread-width of 10 feet for one-way traffic or 16 feet for two-way traffic. Each type of road also requires 2 feet of shoulder width on each side. Single-lane logging or special-purpose roads can have a minimum width of 10 feet, with greater widths at curves and turnouts. The

two-way traffic width shall be increased approximately 4 feet for trailer traffic. The shoulder width may be either gravel or grass.

Brush and trees shall be removed from the roadway to a minimum width of 14 to 16 feet prior to grading. Minimum widths of 14 feet are acceptable on tangents with fairly level sections without appreciable depth of cut or fill. Minimum widths of 16 feet shall be used on all curves, side hill sections or areas of substantial cut or fill. Sufficient side clearance shall be allowed for clear passage of trucks along the finished road. Generally, a minimum of two feet of cleared area is to be maintained from the edge of the graded surface.

Turnouts shall be used on single lane roads where vehicles travel in both directions on a limited basis. Where turnouts are used, road width shall be increased to a minimum of 20 feet for a distance of at least 30 feet. Turnouts shall be spaced every 200 to 500 feet. Where sight distances exceed 1000 feet, turnouts may be spaced at 1000 feet.

Side slopes. All cuts and fills shall be designed to have stable slopes of a minimum of 2 horizontal to 1 vertical on heights of less than 4 feet. For short lengths, rock areas, or very steep hillsides, steeper slopes may be permitted, if soil conditions warrant and special stabilization measures are installed.

Areas with geological conditions and soils subject to slides shall be avoided or treated to prevent slides.

Drainage. The type of drainage structure used will depend on the intended use and runoff conditions. Culverts, bridges, fords, or grade dips for water management shall be provided at all natural drainageways. The capacity and design shall be consistent with sound engineering principles and shall be adequate for the class of vehicle, type of road, development, or use. When a culvert or bridge is installed in a drainage way, its minimum capacity shall convey the design storm runoff without causing erosion or road overtopping. Table 1 lists minimum design storm frequencies for various road types.

Table 1

Road Type	Storm Frequency
Forest Access Roads, Farm Field Access Roads	2 year - 24 Hour
Farm Driveways, Recreation Facility Access Roads	10 year - 24 Hour
Public Access Roads, Camp grounds, Etc.	25 year - 24 Hour

An erosion-resistant low point or overflow area may be constructed across the access road to supplement culvert capacity on non-public use roads. Culverts, bridges, fords and hardened overflow areas should be installed so the road crossing does not significantly impact fish migration.

Roadside ditches shall be adequate to provide surface drainage for the roadway and deep enough, as needed to serve as outlets for subsurface drainage. At a minimum, the roadside ditch shall be 1.0 foot below the top of road surface to provide internal drainage. Ditch channels shall be designed to be on stable grades or protected with structures or linings for stability.

Water-breaks or water-bars may be used to control surface runoff on low-intensity use

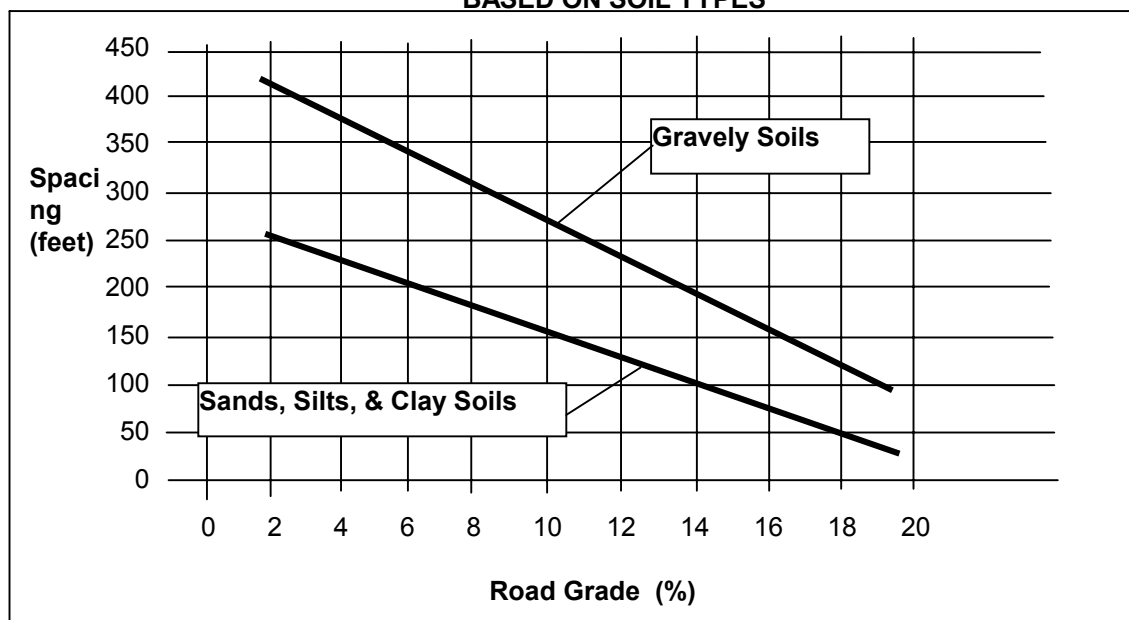
forest, ranch or similar roads. On steep grades where runoff and erosion is anticipated down the road, water bars should be considered. Water bars must be constructed of materials that are compatible with the use and maintenance of the road surface. Water bar discharge areas must be well vegetated or have other erosion resistant materials. See chart for Recommended Spacing of Relief Culverts and Water Bars Based on Soil Type.

Roadbed drainage shall be provided at all seep areas and high water table areas. The depth, spacing, outlets, and size of roadbed drains shall be such as to keep the water table at least 24 inches below the surface.

Surface crowning can also help direct road runoff into the side drainage ditches. The centerline of the access road shall be crowned at least 3 inches higher than the shoulder. Unobstructed flow into the ditches must be maintained to prevent flows from causing roadside erosion. Provide a turnaround at the end of dead end roads. In some areas, turnarounds may also be desirable for stream, lake, recreation, or other access purposes.

Provide parking space as needed to keep vehicles off the road or from being parked in undesirable locations.

**RECOMMENDED SPACING FOR RELIEF CULVERTS AND WATER BARS
BASED ON SOIL TYPES**



Surfacing. Access roads shall be given a wearing course or surface treatment if required by traffic needs, soil, climate, erosion control, or dust control. The type of treatment, if needed, depends on local conditions, available materials, and the existing road base. If these factors or the volume of traffic is not a problem, no special treatment of the surface is required. On weak bearing capacity soils such as silts, organics, and clays, the surface treatment should be underlain with a geotextile material specifically designed for road stabilization applications when the road is used on a regular basis.

Unsurfaced roads may require controlled access to prevent damage or hazardous conditions during adverse climatic conditions. Toxic and acid-forming materials shall not be used on roads. This should not be construed to prohibit use of chemicals for dust control and snow and ice removal after considering potential impacts on stabilizing vegetation.

Construction Operations. Construction operations should be carried out in such a manner that erosion and air and water pollution are minimized and held within legal limits. Construction shall include the following requirements as necessary for the job:

1. Trees, stumps, roots, brush, weeds, and other objectionable material shall be removed from the work area.
2. Unsuitable material shall be removed from the roadbed area.
3. Grading, sub-grade preparation, and compaction shall be done as needed.
4. Surfacing shall be done as needed.

Traffic safety. Passing lanes, turnouts, guardrails, signs, and other facilities as needed for safe traffic flow shall be provided. Traffic safety shall be a prime factor in selecting the angle and grade of the intersection with public highways. Preferably, the angles shall be not less than 85 degrees. The public highway shall be entered either at the top of a hill or far enough from the top or a curve to provide visibility and a safe sight distance. The clear sight distance to each side shall not be less than 300 feet or as required by local regulations.

Erosion control. If soil and climatic conditions are favorable, roadbanks and disturbed areas shall be vegetated as soon as possible and skid trails, landings, logging, and similar roads shall be vegetated after harvesting or seasonal use is completed (see Critical Area Planting). If the use of vegetation is precluded and protection against erosion is needed, protection shall be provided by non-vegetative materials, such as gravel or other organic or inorganic material (see Mulching), or in accordance with local regulations.

Roadside channels, cross drains, and drainage structure inlets and outlets shall be designed to be stable (see Structure for Water Control). If protection is needed, riprap or other similar materials shall be used.

Watercourses and water quality shall be protected during and after construction by erosion-control facilities and maintenance. Filter strips, water and sediment control basins, and other conservation practices shall be used and maintained as needed.

CONSIDERATIONS

Consider visual resources and environmental values during the planning and designing of the road system.

Access roads should be located where minimal adverse impacts will affect wetlands, waterbodies and wildlife habitat. Consideration should be given to the following:

- Effects on downstream flows or aquifers that would effect other water uses or users.
- Effects on the volume and timing of downstream flow to prohibit undesirable environmental, social, or economic effects.
- Short-term and construction-related effects of this practice on the quality of on-site downstream water courses.

- Overall effects on erosion and the movement of sediment, pathogens, and soluble and sediment-attached substances that would be carried by runoff from construction activities.
- Effects on wetlands and water-related wildlife habitats that would be associated with the practice.

PLANS AND SPECIFICATIONS

Plans and specifications for constructing access roads shall be in keeping with this standard and shall describe the requirements for applying the practice to achieve its intended purpose. [An aerial photo/map of Access Roads greater than 600 feet shall be kept in the clients folder.](#)

OPERATION AND MAINTENANCE

An operation and maintenance plan will be developed and carried out for the life of the practice:

1. Inspect culverts, roadside ditches, water bars, and outlets after each major runoff event and restore flow capacity as needed.
2. Maintain vegetated areas in adequate cover. Re-seed and mow as needed.
3. [Trees, brush and other woody vegetation along the access road that is obstructing line of site or the overall maintenance shall be removed.](#)
4. Fill low areas in travel treads and re-grade, as needed, to maintain road cross section.
5. Inspect roads with water-bars periodically to insure proper cross section is available and outlets are stable.

REFERENCES

- [Fish Passage Design at Road Culverts, Washington Department of Fish and Wildlife, 4/3/99.](#)
(<http://www.wa.gov/wdfw/hab/engineer/cm/culvertm.htm>)
- [A Landowner's Guide to Building Forest Access Roads, USDA – Forest Service \(NA-TP-06-98\) Richard L. Wiest, Northeastern Area State and Private Forestry.](#)